

Federal Aviation Administration – [Regulations and Policies](#)
Aviation Rulemaking Advisory Committee

Transport Airplane and Engine Issue Area
Powerplant Installation Harmonization Working Group
Task 11 – Fuel Vent System Protection (Part 25)

Task Assignment

[Federal Register: March 22, 2001 (Volume 66, Number 56)]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee, Transport Airplane and
Engine Issues--New Task

AGENCY: Federal Aviation Administration (**FAA**), DOT.

ACTION: Notice of new task assignment for the aviation rulemaking
advisory committee (ARAC).

SUMMARY: The **FAA** has assigned the Aviation Rulemaking Advisory
Committee a new task to develop recommendations for preventing fires
related to fuel tank vent systems. This notice is to inform the public
of this ARAC activity.

FOR FURTHER INFORMATION CONTACT: John McGraw, 1601 Lind Ave., Renton,
Washington 98055-4056, 425-227-1171, john.mcgraw@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The **FAA** has established an Aviation Rulemaking Advisory Committee
to provide advice and recommendations to the **FAA** Administrator on the
FAA's rulemaking activities with respect to aviation-related issues.
This includes obtaining advice and recommendations on the **FAA's**
commitments to harmonize Title 14 of the Code of Federal Regulations
(14 CFR) with its partners in Europe and Canada.

The Task

Phase I. Review the draft part 25 final rule concerning fuel-vent
system fire protection, including the **FAA's** proposed disposition of
public comments. Prepare a report for the **FAA** documenting any
recommended changes resulting from this review and any remaining
unresolved issues.

Schedule: This report will be due to the **FAA** no later than 60 days
after receipt of the draft document from the **FAA**.

Phase II. Review the draft advisory material (AC 25.975) associated
with the part 25 rule and prepare a report from the **FAA** similar to the
Phase I report, documenting any recommended changes as well as any
remaining unresolved issues.

Schedule: This report will be due to the **FAA** no later than 6 months
after receipt of the draft document from the **FAA**.

The **FAA** may ask ARAC's assistance in dispositioning any comments received in response to the publication of a Notice of Availability of a draft advisory circular.

ARAC Acceptance of Tasks

ARAC accepted the task and assigned it to the Powerplant Installation Harmonization Working Group, Transport Airplane and Engine Issues. The working group will serve as staff to ARAC and assist in the analysis of the assigned task. ARAC must review and approve the working group's recommendations. If ARAC accepts the working group's recommendations, it will forward them to the **FAA**.

Working Group Activity

The Powerplant Installation Harmonization Working group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the tasks, including the rationale supporting such a plan for consideration at the next meeting of the ARAC on transport airplane and engine issues held following the publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations prior to proceeding with the work stated in item 3 below.
3. Draft the appropriate documents and required analyses and/or any other related materials or documents.
4. Provide a status report at each meeting of the ARAC held to consider transport airplane and engine issues.

Participation in the Working Group

The Powerplant Installation Harmonization Working Group will be composed of technical experts having an interest in the assigned task. A working group member need not be a representative or a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption FOR FURTHER INFORMATION CONTACT expressing that desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. All requests to participate must be received no later than April 30, 2001. The requests will be reviewed by the assistant chair, the assistant executive director, and the working group chair. Individuals will be advised whether or not their request can be accommodated.

Individuals chosen for membership on the working group will be expected to represent their aviation community segment and participate actively in the working group (e.g., attend all meetings, provide written comments when requested to do so, etc.). They also will be expected to devote the resources necessary to support the working group in meeting any assigned deadlines. Members are expected to keep their management chain and those they may represent advised of working group activities and decisions to ensure that the agreed technical solutions do not conflict with their sponsoring organization's position when the subject being negotiated is presented to ARAC for approval.

Once the working group has begun deliberations, members will not be added or substituted without the approval of the assistant chair, the

assistance executive director, and the working group chair.

The Secretary of Transportation determined that the formation and use of the ARAC is necessary and in the public interest in connection with the performance of duties imposed on the **FAA** by law.

Meetings of the ARAC will be open to the public. Meetings of the Powerplant Installation Harmonization Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. The **FAA** will make no public announcement of working group meetings.

Issued in Washington, DC, on March 14, 2001.

Anthony F. Fazio,
Executive Director, Aviation Rulemaking Advisory Committee.

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Analysis completed; no recommendation resulted.

FAA Action

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and
Engine Issues

AGENCY: Federal Aviation Administration (**FAA**), DOT.

ACTION: Notice; withdrawal of task from the Aviation Rulemaking
Advisory Committee (ARAC).

SUMMARY: This notice withdraws a task formerly assigned to the ARAC,
Transport Airplane and Engine Issues.

FOR FURTHER INFORMATION CONTACT: Mike Kaszycki, Transport Standards
Staff, 1601 Lind Avenue, SW., Renton, WA 98055, (227) 425-2137,
mike.kaszycki@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On March 22, 2001, the Federal Aviation Administration (**FAA**)
published a task in the Federal Register instructing the Aviation
Rulemaking Advisory Committee (ARAC) to develop recommendations for
preventing fires related to fuel tank vent systems (66FR16087). The **FAA**
requested that ARAC:

Phase I. Review the draft part 25 final rule concerning fuel-vent
system fire protection, including the **FAA's** proposed disposition of
public comments. Prepare a report for the **FAA** documenting any
recommended changes resulting from this review and any remaining
unresolved issues.

Phase II. Review the draft advisory material (AC 25.975) associated
with the part 25 rule and prepare a report for the **FAA** similar to the
phase I report, documenting any recommended changes as well as any
remaining unresolved issues.

The ARAC assigned the task to the Powerplant Installation
Harmonization Working Group (PPIHWG). The schedule for Phase I called
for the working group to submit their report no later than 60 days
after receiving the draft document from the **FAA**. The schedule for Phase
II called for the working group to submit their report no later than 6
months after receiving the draft document from the **FAA**.

Withdrawal of the Task

As a result of industry resource issues and **FAA** rulemaking prioritization activities, no work was done on this tasking. The PPIHWG chair reported that the necessary industry specialists were focused on other fuel tank safety initiatives and not available to begin work on this tasking. At the same time, industry was expressing a general concern about ARAC's impact on its resources. It challenged the **FAA** and Joint Aviation Authorities through the Harmonization Management Team (HMT) to develop a prioritized rulemaking plan that incorporates resource commitments that are more consistent with the regulatory authorities' rulemaking capabilities.

Subsequently, we reviewed our regulatory program, focusing on prioritizing rulemaking initiatives to more efficiently and effectively use limited industry and regulatory resources. We also issued a letter to the ARAC, Transport Airplanes and Engine (TAE) issues, placing a moratorium on low priority ARAC harmonization working group activities, one of which was this tasking to the PPIHWG. Our review yielded an internal Regulation and Certification Rulemaking Priority List that will guide the agency's rulemaking activities, including the tasking of initiatives to the ARAC. Our review also identified several taskings that we can withdraw and rulemaking initiatives that we can handle by alternative means.

One of the tasks identified for withdrawal was the two-phase tasking to the ARAC, TAE issues area to develop recommendations for preventing fires related to fuel tank vent systems. The **FAA** coordinated its decision with both the Joint Aviation Authorities (now the European Aviation Safety Agency) and Transport Canada Civil Aviation.

So, through this notice, we are withdrawing from ARAC the two-phase tasking to develop recommendations for preventing fires related to fuel tank vent systems.

Issued in Washington DC on June 15, 2004.

Tony F. Fazio,

Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 04-13982 Filed 6-18-04; 8:45 am]

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